

1016 NORMANDY CRES, OTTAWA, ONT., K2C 0L4

G'day eh: Oct. 12/92

FIRST THE HEADLINES: We're a little late this month, thanks to computer problems, so please excuse the pencil marks. This edition is being produced on a friend's word processor, so it's a bit different.

It's time to start thinking about who's gonna run this pop stand next year. Yep, it's NOMINATION time again...OVLRL members win BIG at the British Invasion and ABP Rally and...get on your dirties Billybob, it's time for the annual OILER.

Now the details: It's first come, first served at this year's frame oiler, that gooey, sticky, but essential part of being a good Land Rover owner. The spraying starts at 9 am, Saturday, Oct. 24 and ends at 2 pm. As in previous years, cost is \$25 per vehicle and includes lunch for two. This year, it's homemade stew, fresh rolls, coffee and dessert. If you're not spraying, it's five bucks for the lunch. Kiddles under 12, half price. The club provides the compressor, Texaco Flo Coat -- an industrial strength self-creeping rustproofing agent -- ramps to get the old dear off the ground and clean-up materials. You provide the manpower and whatever it takes to get the goop outta your own hair.

Several years experience indicates two cans are sufficient for covering an '88, three cans for a 109. We've had some members consume double that number, spraying exhaust systems, prop shafts or thick coats that dribble onto the Queensway on the way home. If you're not rustproofing this year, why not drop out to John and Grace Hart's and enjoy the colors, talk Land Rovers and savour Chef Harry's delights. (See map later)

An OVLRL delegation attended the British Invasion in Stowe, Vermont the Sept. 18 weekend and brought home a first prize. The prestigious gathering, saw hundreds of British car buffs and vintage vehicles ranging from Rolls Royce, Jag, MG, Triumph and many "blasts from the past", also included a few Land Rovers. "Desperate" Dale Desprey took first honors in a hotly-contested competition that truly set him apart as a man dedicated to his art. His award: Best Tailgate Lunch.

It would have been nice to bring a trophy home for his trusty diesel '88, but, what with the dead battery and flat tire, "Old Smokey" had to settle for a push tour of Vermont.

"Pushees" included Al Pilgrim, Jerry Dowell, Keaven Melanson and Richard Wegner and family. Dale "wowed the crowd" by transforming his bent, greasy, ill-fitting tailgate into the King's table with the traditional ploughman's lunch, complete with Jelly Babies, chutney, pickled onions, Rose's Lime Cordial...and six cold pints of Guinness.

The award came as a bit of a surprise however. Said Dale: "I got a lot of couth and breedin', eh, so I was just lying their under my tailgate, eh, waiting for girls in short skirts to pass by and this jeasly big wad of people comes over and starts eating my Jelly Babies. I kept shouting, "bugger off, eh", but they shoved this bloody great trophy into my hand and finished off the chutney. Before you could say, "stuff it, ya silly fops", they quaffed me last Guinness, lobbed the pickled onions into their cakeholes and waddled off to judge a display of meadow muffin clocks. I was lucky to save the Rose's Lime Cordial. And that gave me a helluva headache." (Yes, we have pix -- ed.)

This month's meeting saw us "doing Chinese", a "ates" favorite composed of beaks and feet followed by a steaming bowl of chicken fat. That done, the exec and several members who managed to make it past Al's feeding frenzy without losing a body part, settled down to a little business. We have \$709 in the vault with \$57 outstanding from the sale of club hats and birthday party expenses. We're carrying another 27 hats in stock along with eight kid-size T-shirts. Watch big giveaways at the X-mas party.

Speaking of that, it's slated for Saturday, Dec. 19 at the Navy Association Mess on Victoria Island, same as last year. VP Yves is currently negotiating with the chef for a super banquet and we'll have full details next newsletter.

The exec held a short discussion over an inquiry by Alexander P. Grice, IV (aka "Sandy"), president of the Rover Owners' Association of Virginia. In a letter to OVLRL and 12 other clubs, Mr. Grice suggested the creation of a continent-wide organization fashioned after the Association of Rover Clubs in Great Britain. The North American Association of Rover Clubs would encourage the exchange of information among local organizations, serve as a clearing house for stolen vehicle reports and establish a national data base of Land Rover sales, Mr. Grice suggested. The exec will discuss the suggestion further next meeting. One concern: the organization's acronym: "NAARC" is liable to strike terror into the hearts of some of our "60's" generation members.

RUMOUR...FOR SALE...LIES...GRAPEFRUITS AND VIDEOTAPES...WANTED...

●-Welcome new members Jay Fitzpatrick and Roy Bailie. The computer lost their LR information, so we'll tell you next month.

- "Doc" Watson has added a '55/86 to his Series I collection. He has almost as many as Dave Davey. Phone him at (519) 357-2148.
- Atlantic British wants your head. The Mechanicville, N.Y. supplier will pay up to \$100 U.S. for good 2 1/4 litre heads.
- The Link organization, the British-based folk who keep track of Land Rovers worldwide, has a new editor. She's getting our newsletter.
- "Desperate" Dale is still trying to peddle his '88 petrol. It's got good tires, eh, and runs pretty good, ya know. And he's still trying to unload his lathe.
- ABP Mechanicville has a toll-free parts number for Canada. Dial 1-800-533-2210.
- Newfoundlandrovers and OVL R member Kevin Burton and the lovely Deborah were in town last weekend -- she on business, he to show Bates's beloved "Sally" what "realman" offroading is all about. Bates was on vacation -- more on that later -- and Kevin piloted the aging 107 through swamp and over mountain in an afternoon foray into Larose Forest. "We sure blew the snot out of that sucker", said a mud-soaked Newfie shortly before stuffing Sally into a garbage bag for the trip home.
- New Jersey member, Bill Maloney, took Best Restored Vehicle for his '73/88 at this summer's ABP Rally. Congrats, Billy.
- Ian Harper wants a heater assembly for Series II -- actually, he just needs the outer assembly. Call him at (519) 273-7771.
- The lovely and talented Al "Bates" Pilgrim is begging for quarters in Las Vegas as this missive goes to press. Bates, who readers will remember, always looks for the best deal in vacation travel, headed for the gambling mecca last weekend -- via bus, train, airplane and thumb. Bates left his wallet and much of his body fat in the desert last year and says he can't fail this time because he has a plan. Full details of the "debacle in the desert" next newsletter.
- Leighton Brown, a total stranger, is peddling a 10,000-lb Braden drum wench. The PTO puller needs some adaptation since it's used to living on the front of a military Dodge Powerwagon. (613) 746-7113.
- Speaking of winches, the new Princess Auto catalogue is offering a 9,000-lb electric drum winch for only 700 hundred big ones.
- LRO magazine highlights for September include a boffo piece on break rebuilding.

That's all folks.

Editor "McD" (613) 224-8300

VEHICLES FOR SALE

1990 Range Rover Portofino Red/ Sorrel tan leather. 31K miles - current service record. Still under factory warranty. Brush guard. \$25,900. Bob (412) 821-2525 Connecticut.

1973 Series III 88". New tires, carb, interior, brake system, front end, paint. \$1,200 power take-off winch on front. \$5,000. Call Mike (503) 899-8455 Oregon.

1972 Series III 88". 72K. New red-white paint inside and out. New 15" mud/snow tires. Good interior, tinted windows. Looks sharp! \$5,400. Britton (919) 997-3632. North Carolina.

1970 Series IIA 88". 76K. Good, sound, restoable. Excellent project vehicle. \$1,300. Gus (908) 388-8270. New Jersey.

1971 Series IIA 88". 74K - runs fine. Rochester carb. Needs frame work. \$1,950. Call Peter (315) 422-8051. New York.

1966 Series IIA 88". New exhaust system, hoses, generator. Rebuilt radiator, heater core. Very good tires. Best offer or will consider trade for flatbed car carrier, tow truck or motorcycle. Robert, P.O. Box 3395, Church Street Station, New York NY 10008

1971 Series IIA 88". Full restoration. 30K on rebuilt engine. All receipts. Asking \$8,500. Call Sandor (607) 277-0394.

1970 IIA 88" Drive train good, body good, chassis marginal. Asking \$1,000 Call Kevin (612)-263-8801. Rhode Island.

1967 Series IIA 88" One owner. 100,000 miles. Overdrive with 2,500 miles. Asking \$1,500. Call Bunch at (518)-762-9845. New York.

1987 Range Rover. 57,000 miles. Caspian blue w/grey cloth interior. Pampered with maintenance, complete records. New Michelins. Stainless steel exhaust. No off-road history. \$15,000. Call Tim, (315) 474-1195. New York.

1988 Range Rover. 57,000 miles. Cypress Green w/grey leather interior. Sunroof. New Tires. Asking \$18,000. Call James, (607) 257-8121. New York.

1972 Series III 88". Twin petrol tank, overdrive, many extra parts. \$3,850 or trade for VW or Volvo. Call Ken (805) 462-0390 California.

1973 Series III 88". Motor runs. Needs frame work. Many extra parts. Best offer. Call Tim (516) 544-4109 eves.; weekends. New York.

1970 Series IIA 88". New soft top. All original and excel. condition. Perfect frame. Runs and looks great. Poppy red, black interior. \$5,500. Call Bob. (904) 325-9673.

1970 Series IIA 88". Excellent running condition. Several \$1000's of work recently completed. New suspension, excellent frame. Was \$6,995 - reduced to \$5,995. Call (518) 664-6169 for details.

1969 Series IIA 88" 4-cyl. petrol. 69,000 orig. miles. Good frame. 16" wheels. Runs great. Many new parts, including spare motor and a lot of extra parts. \$3,750 or best offer. Call (518) 664-6169 for details.

1972 Series III 88". 55K miles. Good drive train with considerable mechanical work done recently. Stored for 10 years. Includes winch and 3-way plow. \$3,500. Call jerry at (207) 368-5242 eves.

Want to sell your vehicle *fast*?

Consider brokering your vehicle through Atlantic British! We get customers every day asking about how they can obtain a Land Rover (in fact, we sold 7 vehicles just through our last issue alone!) We have several ways to help you get the most for your vehicle or help someone find the Rover they've been looking for. Call Atlantic British for details at 664-6169. We're here to help!

Another tender for Landrovers from the British army training unit has again come up. As with others it was between newsletters. This time all the rules have been changed and as a result we will all now suffer. You may ask what the hell is he talking about? Well lets explain for those of you who do not understand how this has worked in the past.

The British Army has been disposing of its surplus vehicles by way of a tender process administered by Crown Assets Disposal, a department of Supply and Services Canada. A number of years ago a couple of OVLIR members were successful in one of these bids. Their spoils were a large number of vehicles in varying states of decay from "stripped for parts" to "scrap".

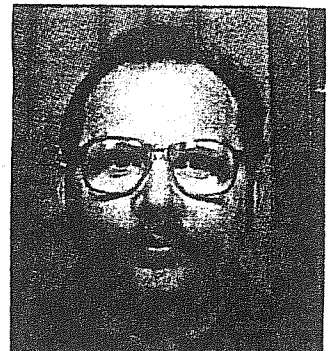
From this a number of older vehicles received a new lease on life by way of second hand frames from these ex BATUS vehicles. Also those who were in on it were able to sell off parts at a very fair price aswell, perhaps the vehicle you own sports some of these. In due course there have been other tenders over the years and at times some of these vehicles have been nearly complete. Dont forget the Wainright sale of last year too. In this time there have undoubtedly been a number of well meaning but unfortunate calls made by prospective buyers to various government departments as to the legal position of these vehicles. As a result the "sleeping bureaucrat" in all of these departments has been awoken and now everyone is well aware with what is going on. Also coupled with that has been the blatant use of some of these vehicles on the public highways which can not have helped the cause either.

Now all sales of vehicles that are in anyway whole will be for export only. As they do not comply with the regulations governing the importation of used motor vehicles into this country, otherwise known as the 15 year rule. These vehicles are for the most part less than 15 years old now as the older vehicles have already been disposed of. These vehicles may not be bought for use off road only and may not be disassembled for parts. So in effect every loophole has been closed.

All of this was predicted a long time ago by a number of people but the first in my mind was Bob Wood whom has had a long association with the BATUS vehicles and other ex forces vehicles. It is sad but we have been the victim of our own success in many ways as I see it. As a result the only other material coming out of BATUS is scrap and by definition if there happens to be a complete frame in there it has now to be cut by torch so as to render it beyond economical salvage for us. All scrap is tendered for on a yearly basis. At present Hats Salvage in Medicine Hat have this years contract.

By the way this last tender comprised twenty odd vehicles mostly complete 109's and I understand from the rumour mill in Toronto that the whole lot went for \$24,000 and are going to be shipped to Cambodia!

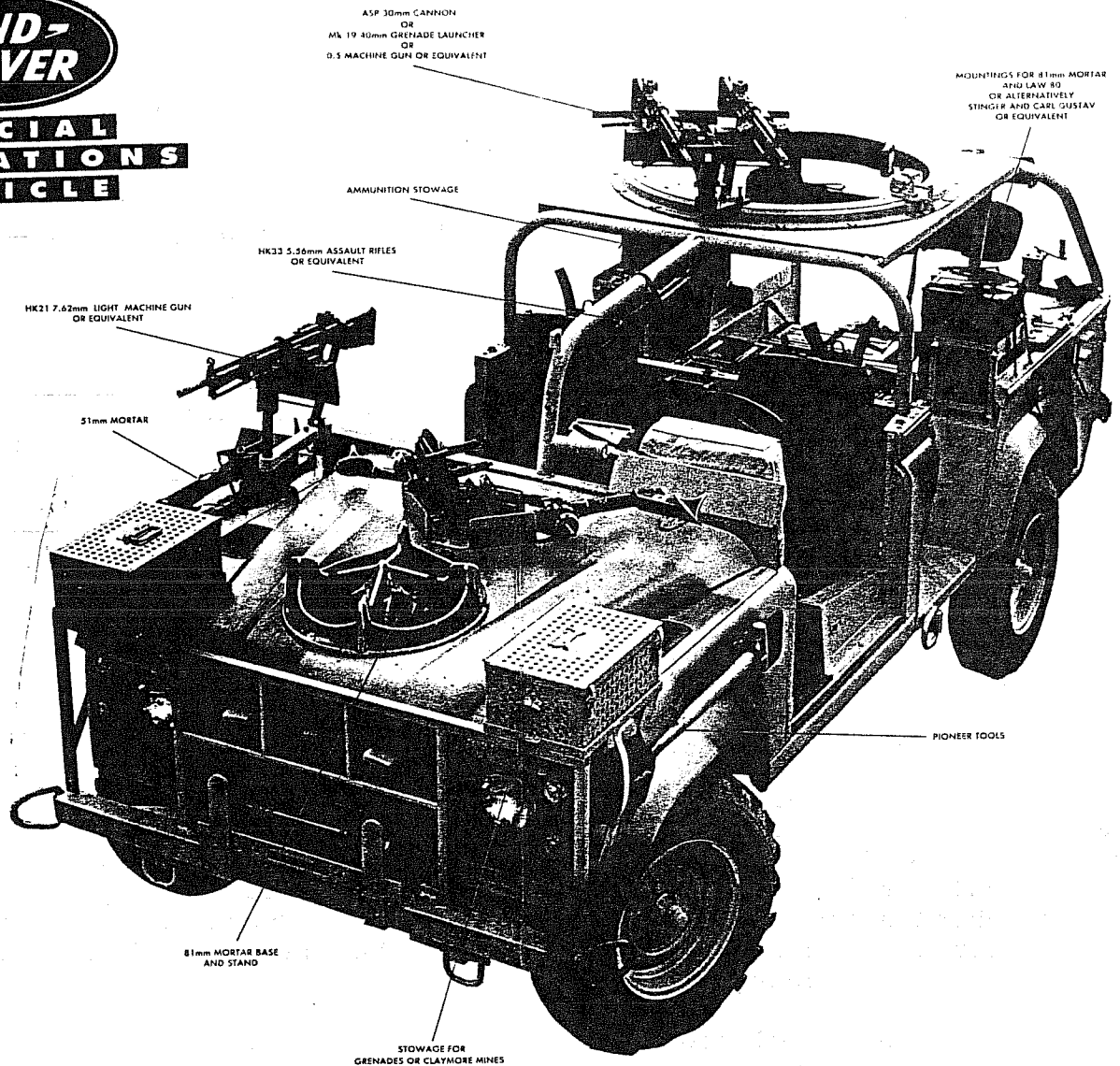
Now for the rest of the news! If anyone comes across the suspicious looking individual in the picture shown here, be advised that you should treat him with caution. He is known to the Land Rover community at large. For further information contact me.



Some of us are lucky enough to receive bits and pieces of official Land Rover literature from various sources. They speak for themselves really,



SPECIAL OPERATIONS VEHICLE



Discovery for Moscow police force

A DISCOVERY and Defender are now on police patrol around Moscow and Land Rover has notched up another notable first.

They are undergoing evaluation. This and other initiatives are leading to further exports in the emerging Eastern European markets.

More than 70 per cent of Land Rover's production is exported. There has been a recent order from Bulgaria and two other East European countries are showing great interest in a wide range of specialist vehicles.

Special Vehicles' commercial manager Ken James explained: "What appeals to them is our flexibility to adapt our vehicles for a mass of applications to give them exactly what they want."

Elsewhere Land Rover has recently won orders from the French CRS riot

police and the Italian Guardia di Finanza.

The Russian vehicles were handed over at the Solihull factory by Chris Woodwork, Managing Director of Rover International, to General Vasily Juriev, head of Moscow's traffic police. He was accompanied by a State television team and the resulting coverage was broadcast throughout Russia.

General Juriev was visiting Britain as a member of President Yeltsin's delegation. He took a ride in the vehicles as they made light of Land Rover's demanding jungle track and commented: "They are very reliable and comfortable. I liked them very much."

The Defender is being used in Moscow's rural outskirts and the Discovery is patrolling the city's main road network.



General Juriev, head of Moscow's traffic police, receives the keys from Chris Woodwork, Managing Director of Rover International.

Yes, there is a new longer version of the Range Rover out but Land Rovers first, so next issue, you understand. Would Vincent Hammersley please write OVLR as someone wishes make contact. Later Robin 613 738 7880

MUSKOKAAN

SPECIAL THANKS
TO MARLENE
MANNING...
OULR'S MUSKOKA
CORRESPONDENT.
---EM

Vol 7, No. 17

Thursday, September 3, 1992

Muskoka's Summer Newspaper

Devotees rekindle popularity of Land Rovers

by Susan Pryke

The oldest Land Rover in Canada was a sorry sight when Dave Davey discovered it. The stalwart vehicle (call it the K21)2 of the off-road world had been used as a chicken coop for six years.

But Davey, president of the Canadian Series One Land Rover Club, loved it home, cleaned it out and had the thing running in 20 minutes. "All I did was clean out the inlet to the carburetor, put gas in and attach jumper cables. When the engine started I panicked because I thought I shouldn't be running it so soon."

Davey has turned the garage at his Mackay Lake home, east of Bracebridge, into a repository for aging Series One Land Rovers. "I can't stand seeing

the Land Rovers rotting in the bush. So I started hauling them in to save them," he says. He got his first Land Rover 15 years ago, and has owned 14 of them since then.

His companion, Nancy Bell, shares Davey's enthusiasm for the Rovers. "I became involved with them when I fell in love with him," she says. "It was simply a case of love me, love my Land Rover."

Davey's vehicles are a scraped and scruffy lot right now, but they are all infinitely repairable. That's the beauty of the beast and why there's been a cult-like resurgence in their popularity.

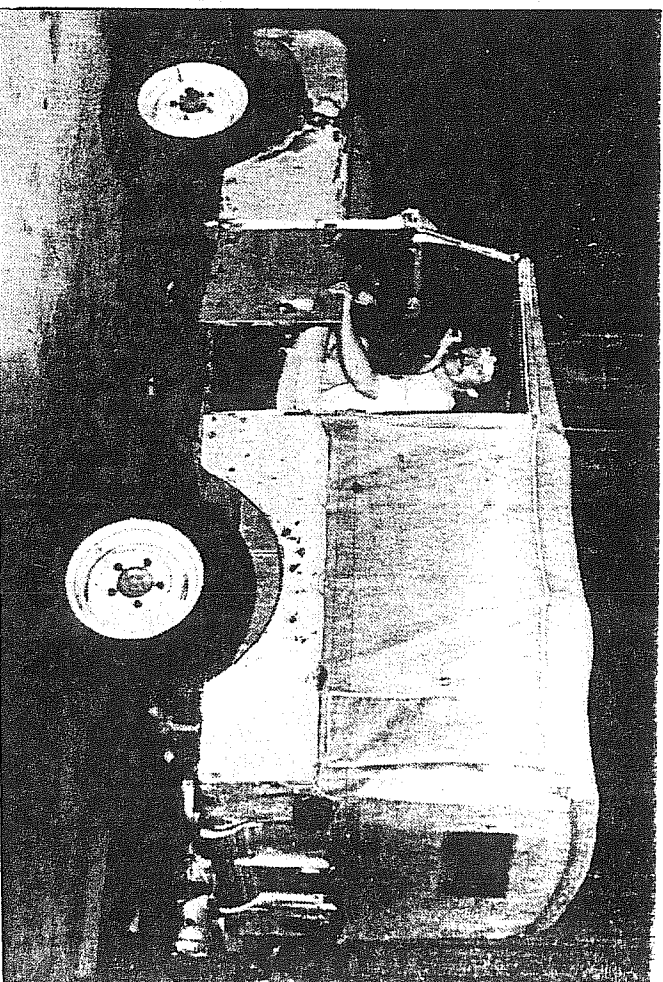
The corrosive-proof aluminum panels are bolted on -- which means you can take the car apart or put it together

as easily as a Mecano set. Parts aren't that difficult to find and mechanical repairs are, for the most part, easy enough for the do-it-yourselfer.

Marlene Manning, of Raymond, has learned to replace axle seals and water pumps on her '68 model, which she bought in 1983 for \$1,500. Today it's worth \$5,000.

She always liked the looks of the Land Rover, ever since they appeared on a TV show she watched as a teenager (you remember Dakari). "They are uncomfortable and noisy and not economical on fuel, but they have a certain charm and they're loaded with character," she says.

The British parent company stopped exporting the Land Rover to North America in



TRUSTY ROVER. Dave Davey, president of the Canadian Land Rover Series One Club, keeps busy reclaiming old Land Rovers. Club members get the free use of a tow bar to bring relics in from farmers' fields.

Photo by Susan Pryke

1974. But the arrival of the luxury Range Rover in the States in 1987 and Canada in 1990 got people interested in the older series again. People see Queen Elizabeth riding around in a Land Rover and they want one, too. Movie stars are buying (Continued on page B 2)

Love me, love my Rover

(Continued from front)

them, driving up the price of a completely restored vehicle to \$40,000.

The Land Rover was originally built as a souped-up tractor. Billed as "the farmer's friend," it had a power take-off for running various implements. "It was devised as a vehicle you could plough the field with, then drive to town," Davey says.

The utilitarianism of the vehicle survives to this day.

The Land Rover is the survival vehicle of choice

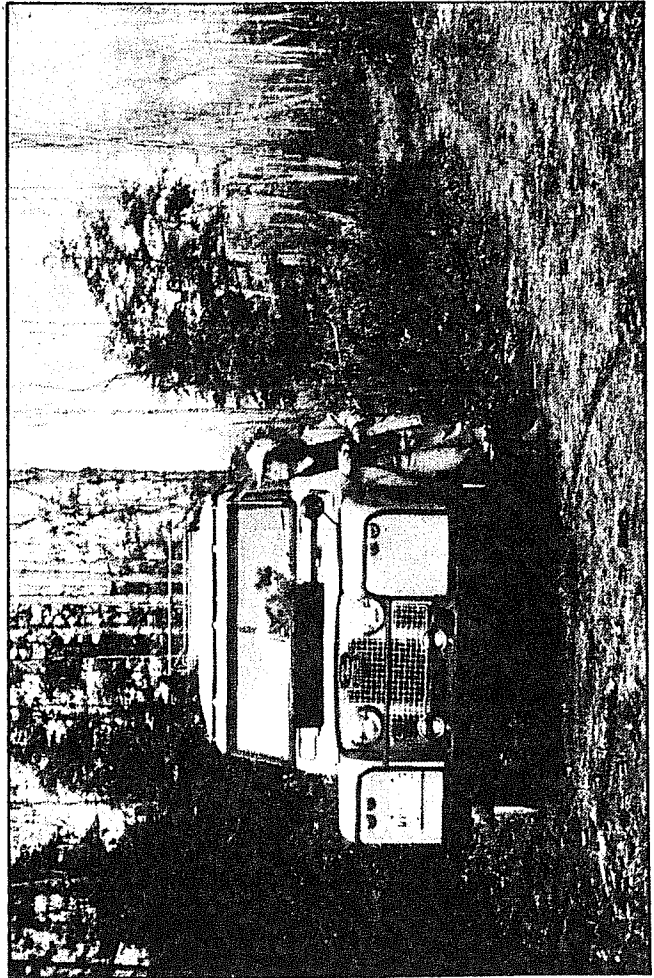
on the Serengeti Plain. Its double-skinned roof keeps passengers cool on the hottest days. And there are all sorts of trekking accessories -- like a washing machine, which attaches to the rear cross member.

"When you start out on your day's journey you put the clothes, soap and water in the machine," says Manning. "Then by the time you've travelled all day, the clothes are clean. You simply hang them up to dry at the campsite."

She's seen pictures of

Land Rovers going through floods, with water up to the dashboard. "If they flip over on a rough track, you simply flip them back up again."

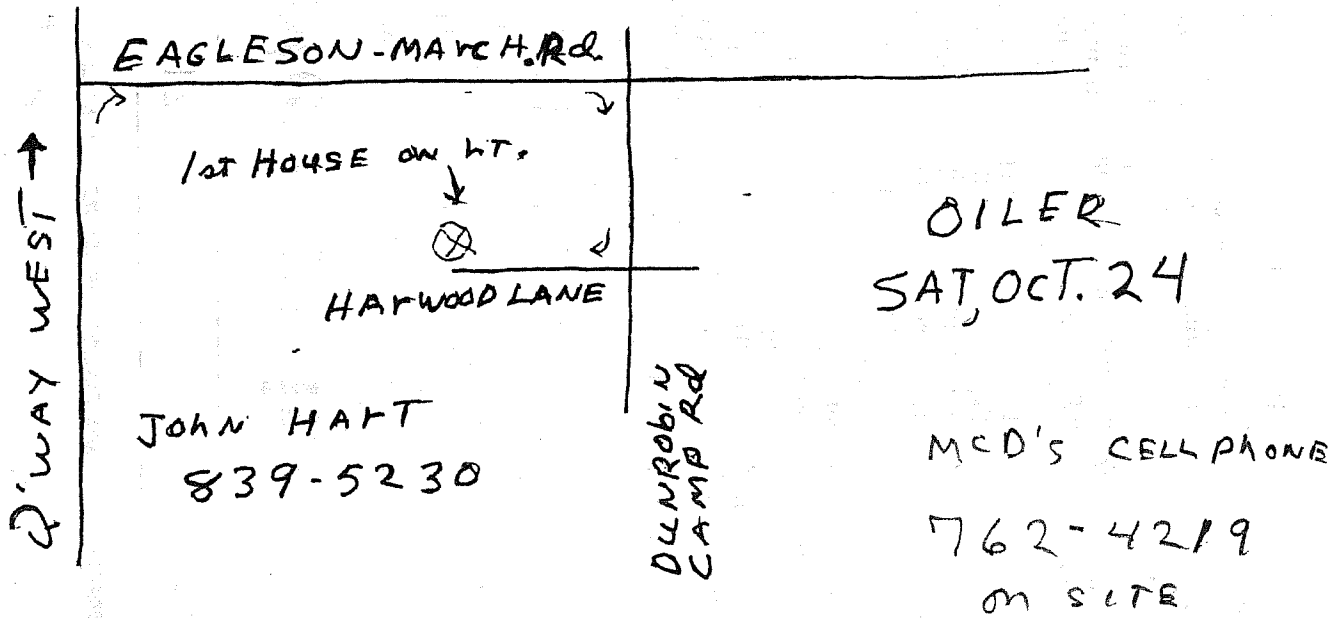
The Land Rover is as aerodynamic as a shoebox, crawls along the highway and eats up fuel. But, in a world of walnut-grained dashboards and electronic sensors that tell you your car door is ajar, the Land Rover is an endearing, low-tech vehicle that's lots of fun to drive.



THE WORLD'S MOST VERSATILE VEHICLE. Marlene Manning's 1968 Land Rover has pulled her through some pretty tough snow storms in Muskoka. She does much of her own maintenance.

Photo by Marlene Manning

MAP TO JOHN HART'S OILER.



TEAR OFF + MAIL

Membership in OVL R consists of two categories, Full and Associate members, as determined by OVL R's definition of the Ottawa Valley. Bylaw "A" of the constitution defines that area as bounded by: The Ontario-Quebec border between Point Fortune and the St. Lawrence River, along the St. Lawrence to Brockville, from Brockville in a straight line to Barry's Bay, from Barry's Bay in a straight line to Deep River, then in a straight line back to Point Fortune. Members within those boundaries are Full Members and may nominate, vote and hold office. Members outside those boundaries are Associate Members and cannot nominate, vote or hold office.

Below is this year's nomination form. Please print the name (one per position) of your nomination choice. Send this sheet to the club address. The Elections Officer will confirm the nominee's intention to run for office and the name will be published in the November ~~newsletter~~ *Dec*. The names of those who are nominated but refuse to accept nomination will remain confidential

ELECTION OF OFFICERS

PRESIDENT: _____

VICE PRESIDENT _____

TREASURER _____

SECRETARY _____

Please print.

I, _____, being a member in good standing and living within the boundaries of the Ottawa Valley as determined by the constitution, hereby submit my nominations as listed above.

Send nominations to : OVL R, 1016 Normandy Cres., Ottawa, Ont., K2C 0L4 Nominations must be received by midnight, Nov. 30.

